COUNTRY Germany (Doviet Jone)  Justerbog-wites Lager Airfield  EVALUATION PLACE ORTAND 25X1  DATE OF CONTENT  DATE ORTAND DATE PREPARED 7 "orch 1951  REFERENCES  PAGES 3 ENCLOSURES (NO. & TYPE)   REMARKS  25X1  1. On 3 February 1951 aircraft observed at the Justerbog-lites Lager (N 52/3 69) airfield included: 36 twin-engine low-wing monoplanes parked in four parallel rows at the northeastern edge of the field; two twin-engines semi-high-wind nonoplanes parked at the eastern edge of the field; 25 to 50 in front of the hengars in addition to four to six biplanes parked at the northeastern corner of the field. (1)  2. Description of aircraft:  a. The twin-engine low-wing monoplanes were fitted with in-lengthe nacelles, double runder assemblies and elevator as scabiles with dihedral. The front section of the cabin of each plane was rowided with a rod 20 on ligh from which discless projected to the front. The noses, cabins, and or gines of the planes were covered with aromalin did not have a plaxiclass mose. The nose had four apertures for aircraft which was not covered with a tarpaulin did not have a plaxiclass mose. The nose had four apertures for aircraft which was not covered with a tarpaulin did not have a plaxiclass mose. The nose had four apertures for aircraft which was not covered with a tarpaulin did not have a plaxiclass mose. The nose had four apertures for aircraft which was not covered with a tarpaulin did not have a plaxiclass mose. The nose had four apertures for aircraft which was not envered with a tarpaulin did not have a plaxiclass mose fitted with a bubble on ton of it. These planes may have been of ".". origin. (3)  c. The Ll-log were fitted with in-line engines end had a fix that firms accition of the cabin in addition to a directional loop antonna for are of two. A radio mast was fitted that the plane and a lending cear retracting rearward. They also had a cabin for a orew of two. A radio mast was fitted that the plane and a lending cear retracting rearward. They also had a cabin for a orew o		CLASSIFICATION	CONTINUE SALVAGE OF THE CONTIN	1		<u> </u>
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monoplanes parked in four parallel rows at the northeastern edge of the field; two twin-engine semi-high-wing monoplanes parked at the eastern edge of the field; 25 to 30 IL-10s park in front of the hengers in addition to four to six biplanes parked at the northeastern corner of the field. (1)  2. Description of aircraft:  a. The twin-engine low-wing monoplanes were fitted with in-liengines, three-bladed propellers, two-seater cockpits, retractable tail wheels and landing coars retracting into the engine nacelles, double rudder assemblies and elevator assemblies with dihedrel. The front section of the cabin on each plane was provided with a rod 20 cm ligh from which dipoles projected to the front. The noses, cabins, and or gines of the planes were covered with a tarpaulin did not have a plaxiglass nose. The nose had four apertures for aircraft which was not covered with a tarpaulin did not have a plaxiglass nose. The nose had four apertures for aircraft cannon of about 20 mm. The upper part of the plane was we green-grey, the under side blue, while the propeller hubs red, blue, white, or not mainted. (2)  b. The twin-engine semi-high-wing monoplanes were fitted with two suspended radial engines and three-bladed propellers. They had gull wings, a double rudder assembly, a mose whee and a milesticlass nose fitted with a bubble on ton of it. These planes may have been of U.3. origin. (3)  c. The IL-10s were fitted with in-line engines and had a fixe tail wheel and a lending gear retracting rearward. They also had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two. A radio mast was fitted to had a cabin for a orew of two.				25X1		
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a. The twin-engine low-wing monoplanes were fitted with in-liengines, three-bladed propellers, two-seater cockpits, retractable tail wheels and landing goars retracting into the engine nacelles, double rudder assemblies and elevator assemblies with dihedral. The front section of the cabin of each plane was provided with a rod 80 cm ligh from which dipoles projected to the front. The noses, cabins, and or gines of the planes were covered with tarpaulins. One air craft which was not covered with a tarpaulin did not have a plexiplass nose. The mose had four apertures for aircrecannon of about 20 mm. The upper part of the plane was regreen-grey, the under side blue, while the propeller hubs red, blue, white, or not painted. (2)  b. The twin-engine semi-high-wing monoplanes were fitted with two suspended radial engines and three-bladed propellers. They had gull wings, a double rudder assembly, a nose whee and a plexiplass nose fitted with a bubble on top of it. These planes may have been of U.T. origin. (3)  c. The IL-10s were fitted with in-line engines and had a fixed tail wheel and a landing goar retracting rearward. They also had a cabin for a crew of two. A radio mast was fitted at the front section of the cabin in addition to a directional loop antenna forward of the rudder assembly. The upper part of the plane was painted green.	· · · · · · · · · · · · · · · · · · ·	parked at the easter in front of the hen parked at the north	rn edge of the gars in addit eastern corner	ne semi-high-win o field; 25 to 3	g monoplanes O IL-10s parke	ì
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were painted green.

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	oper	radial engine	and two-hla	aded properlies	The of second

- 5. There was flying with IL-10s from 10:30 a.m. to 2:45 p.m. in good weather. Groups of seven aircraft took off at intervals of 15 to 30 seconds. A total of three flights of seven aircraft each were aloft. Fornation flying was being practiced. The aircraft landed individually.
- 4. From 200 to 250 fuel drums and three large containers, two of them 5 meters long and 3 meters in diameter, the third 4 meters long and 2 meters in diameter, were observed at the fuel dump in the southwestern corner of the field. The containers were not dug in.
- 5. There was no change in the status of the radio installations. A radio installation with four masts was seen at the southern edge of the field; a single radio tower in the northwestern section of the field, and a rod antenna 3 meters high on a temporary building east of the runway. Runway lights were not seen.

- 7. On 8 February, 45 twin-engine low-wing monoplanes were seen at the field. (5) Three single-engine low-wing monoplanes took off. I total of 45 railroad cars, including 28 boxcars loaded with furniture, the remainder flatcars loaded with 5 to 6-ton trucks, boxes and furniture, were seen on the southern spur track. The railroad cars apparently were to be unloaded at the field.
- 8. Aircraft observed at the field on 6 February, included 40 to 45 twin-engine low-ring monoplanes with suspended in-line engines and double rudder assemblies in addition to three or four IL-los and four or five biplanes. The doors of the hangars were closed. There was no flying from 10:30 a.m. to 12:30 p.m.
- 9. By means of a prismatic compass which had a gradation from 0 to 640 it was ascertained that the runway pointed to compass point 140. (6) The eastern end of the runway was about 250 meters from the railroad line. To km markers were seen along the railroad track.
- 10. From 10:50 a.m. to noon on 8 February, it was observed that the twin-engine planes seen on the previous day were still narked on the same site. Three II-10s taxied to the take-off point from the two western hangars, the interior of which could not be observed. The planes took off at 10:40 a.m. The twin-engine alreraft with nose wheels seen at the field on 3 Tebruary, were no longer there.
- 11. A train of 45 cars was seen on the southern spur track. About 10:45 a.m. this train proceeded to the airfield cuarters. It is believed that the train was unloaded there. The train was composed of 28 boxcars loaded with furniture and 10 to 15 soldiers wearing blue epaulets, in addition to 17 gondola cars, which were loaded with trucks, two radio trucks, two fuel containers, boxes, and furniture. Vassenger car \_\_\_\_\_\_\_occupied 25X1

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by two air force officers with luggage entered the field. Four containers, each about 4 meters long and 2 meters in diameter, were being installed in the fuel dump in the southeastern corner of the landing field.

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Comments (1) The reported occupation of the field indicates that a bomber regiment, which was transferred from "erneuchen, and a ground attack regiment were stationed in Justerbog. The other ground attack regiment previously observed in Justerbog is at the present time in Staaken.

(2) PE-2s.

(3) Possibly N-25s. To date, aircraft of this type were not observed in the Poviet Rome of Germany. These planes may be used as transports or trainers.

(4) To jet aircraft are believed to be stationed in Justerbog. Forever, it is possible that individual jet planes were temporarily

stationed at the field.

with at least 45 FE-2s. indicates that the bomber regiment was equipped the aircraft of the ground attack

regiment mere probably in the hangars.

the newly concrete runway runs in the direction of compass point 2800 to 2850.